

TOWN OF CUMBERLAND

1
2
3
4
5
6
7
8
9
10
11
12
13
14
15
16
17
18
19
20
21
22
23
24
25
26
27
28
29
30
31
32
33
34
35
36
37
38
39
40
41

RESOLUTION: RELATING TO THE ADOPTION OF THE CUMBERLAND TRAFFIC CALMING POLICY AND PROCEDURE

BE IT RESOLVED BY THE CUMBERLAND TOWN COUNCIL AS FOLLOWS:

WHEREAS: Through a collaboration between the Cumberland Police Department and the Mayor's Office, the Town of Cumberland has created a formalized Traffic Calming Policy to aid and assist Cumberland residents; and

WHEREAS: Traffic calming is a method of employing specific measures to reduce speeding, aggressive driving, and high levels of vehicular traffic traveling through local neighborhoods; and

WHEREAS: This policy establishes a structured process through which the Town can respond to and address residents' concerns regarding these types of traffic issues that occur on Town maintained residential streets; and

WHEREAS: Officials will use the policy to verify a concern once it is brought to the Town's attention, evaluate it against set criteria, rank it against other known locations in Town, provide recommendations to address the issue; and

WHEREAS: Data will be used determine the effectiveness of the recommendations that are implemented.

NOW THEREFORE, BE IT RESOLVED BY THE CUMBERLAND TOWN COUNCIL OF CUMBERLAND, RHODE ISLAND AS FOLLOWS:

SECTION 1: The Town of Cumberland adopts the attached Traffic Calming Policy which will serve as a structured guide and procedure to identify, respond to, and address residents' concerns.

SECTION 2: This resolution shall become effective immediately upon passage.

DATE ADOPTED: May 8, 2020

A TRUE COPY, ATTEST:



Sandra M. Giovanelli, Town Clerk

TOWN OF CUMBERLAND TRAFFIC CALMING POLICY



**Office of the Mayor
Cumberland Police Department**

2020

Michael J. ...

Traffic Calming Policy

Introduction

Our primary goal is to make sure that Cumberland is a safe community to live, work, and play. One of the ways in which we're seeking to do this is through the implementation of a formalized Traffic Calming Policy.

Traffic calming is a method of employing specific measures to reduce speeding, aggressive driving, and high levels of vehicular traffic traveling through local neighborhoods.

This policy has been developed in order to establish a structured process through which the Town can respond to and address residents' concerns regarding these types of traffic issues that occur on Town maintained residential streets.

The purpose of the policy is to verify a concern once it is brought to the Town's attention, evaluate it against set criteria, rank it against other known locations in Town, provide recommendations to address the issue, and determine the effectiveness of the recommendations that are implemented.



Mayor Jeffrey J. Mutter



Chief John Desmarais

Process and Requirements

Step 1 – Report the Problem

We take issues of Traffic Safety extremely seriously. We want everyone in our community to feel as though they have a clear understanding of how to report these issues.

If a resident feels that there is a speeding or traffic problem on their local residential street, they should report the problem to the Traffic Calming Officer located at the Cumberland Police Department.

Town staff will review the concern to verify that it meets the following initial minimum criteria:

1. Location of the concern must be a Town maintained residential roadway.
2. The roadway must be of sufficient length that a traffic safety issue is likely.
3. The majority of the property adjoining the roadway is residential.

If the initial minimum criteria is met, the resident will be provided with a Traffic Calming Request Form (a copy of the request form is provided in the appendix as Attachment A).

Once this form is completed and submitted to the Traffic Calming Officer, a letter will be sent to the Applicant from the Police Department with notification of the upcoming Traffic Management Group (TMG) meeting date.

Step 2 – Traffic Management Group (TMG) Initial Review

The TMG will be comprised of a permanent representative from the Mayor's Office, the Police Department, and the Highway Department. Additional individuals may be asked to attend the meetings due to their technical expertise in a given area. The TMG will review the application to determine the limits of the affected area and will request a petition from a representative number of residents in this affected area to verify that there is a widespread concern for the speeding or traffic issue (a blank copy of the petition to be signed is provided in the appendix as Attachment B). The members of the affected area eligible to sign the petition can be defined as (i) those residents of the street identified for traffic calming (if the street is of significant length, additional consideration will be given to determine if only a portion of the street is an affected area); (ii) residences on other streets whose sole or primary access is the street identified for calming and who would be considerably inconvenienced if they chose an alternative route. The neighborhood shall identify and list on the petition a resident who will serve as the primary contact with the Town. The TMG will tentatively meet bi-weekly dependent upon if any new complaints have been received.

A letter from the Police Department will be sent to the Applicant with the petition forms and a notice clearly defining the limits of the affected area.

Step 3 – Neighborhood Support

Once the Applicant submits the petition signed by at least 75% of the residents within the subject area, it will be reviewed by Town staff. If a request has met the next minimum criteria it will proceed to Step 4. A letter will be sent to the Applicant indicating receipt of the petition forms and that data will be collected to evaluate the concern.

Minimum Criteria – Petition must be signed by at least 75% of residents within the subject area as defined by the Town in order to qualify as “widespread concern.”

In the event that the Applicant is not able to garner 75% of the required signatures, the TMG may, at its discretion, continue to move the application on to the next step if it is determined that the concern is a significant problem area.

Step 4 – Data Collection and Evaluation

After verifying that the concern meets the minimum criteria set forth above, traffic volume, speed data, traffic patterns, existing conditions in the area such as stopping sight distances and accident histories will be collected and analyzed. The findings will then be presented to the TMG.

Step 5 – TMG Data Review, Evaluation, and Recommendation

The TMG reviews and evaluates the data. IF the data meets the minimum criteria as set forth below, the TMG may recommend Stage 1 traffic calming measures as appropriate. A letter will be sent to the Applicant indicating the TMG’s determination.

Each valid request will be evaluated based on the criteria shown below. If multiple potential projects are being considered, they will be ranked by their score to help prioritize the order in which they are completed in relation to available funds and resources, and anticipated benefits.

Criteria

Traffic Speeds: The traffic speed criteria will be measured by the amount the 85% speed is above the posted speed limit. The 85% speed or 85th percentile speed is defined as: the speed at or below which 85 percent of all vehicles are observed to travel under free-flowing conditions past a monitored point. Another way to consider this is the speed at which only 15% of traffic violate on average.

Amount the 85% speed is above the posted limit:

1-5 mph	6-10 mph	11-15 mph	16+ mph
0 points	3 points	5 points	7 points

Example: If the speed limit of a road were 20mph and 85% of drivers were going 27 mph this application would receive 3 points, because the 85% speed was 7 mph over the speed limit.

Traffic Volumes: average daily traffic (ADT) measured in vehicles per day (VPD)

<400 vpd	401-1000 vpd	1001-2000 vpd	2001+ vpd
0 points	2 points	4 points	6 points

Other Considerations – (Only become a factor when the two categories above exceed a total of 5 points)

- School zone (a "school zone" is defined as anywhere within a one-quarter (1/4) mile radius of any type of school in the state of Rhode Island) – 4 points
- Significant Pedestrian Traffic Year-Round – 3 points
- Significant Pedestrian Traffic During Summer – 2 points
- No sidewalk on either side of the street – 1 point

Requests must have a point total greater than 0 to be further evaluated for stage 1 traffic calming measures. However, the TMG may, at its discretion, continue to move the application on to the next step

if it is determined that there are other factors involved that indicate the concern is a significant safety hazard.

Step 6 – Stage 1 Traffic Calming

Projects that meet the minimum criteria will be eligible for Stage 1 traffic calming measures. These measures are typically low cost, can be easy to deploy, and can offer a relative easy solution to the problem. These methods may include:

- Use of speed monitoring radar
- Increased traffic enforcement
- Signing and pavement markers

If recommended, a stage 1 measure will be installed at this time.

Step 7 – Follow-up Data Collection

If one or more of the Stage 1 traffic calming measures are implemented, the Town will wait approximately six months before collecting additional traffic data to determine the effectiveness of the implemented measures.

Step 8 – TMG Data Review, Evaluation, and Recommendation

The TMG will review the follow-up data. If the measure was successful in addressing the concern then the traffic calming process will end at this point.

If the TMG deems the measure unsuccessful, then further measures will be evaluated and the TMG will discuss concepts, cost estimates, and funding availability for possible Stage 2 traffic calming measures.

Stage 2 measures would typically involve physical modifications to the roadway in order to control traffic. They can be rather expensive and can require extensive construction. Possible Stage 2 measures may include:

- Bulb-outs/Curb Extensions
- Center island medians
- Landscape treatments
- Mid-block chokers – Chokers are curb extensions that narrow a street by widening the sidewalks or planting strips, effectively creating a pinch point along the street.
- Pedestrian refuge islands
- Raised crosswalks
- Sidewalks
- Speed humps
- Speed tables

While these types of measures may address the initial traffic concerns, their implementation can also present a different set of problems such as difficulties in snow removal, impeding emergency response vehicles, and creating additional noise as in the case with speed humps or speed tables.

A letter will be sent to Applicant indicating the TMG's determination and the next steps, if any, to be taken. If Stage 2 measures are to be recommended, the Town will again require that there be a neighborhood wide consensus on the proposed improvements. The Town will require 75% of the

residents within the defined area of the improvements sign another petition describing the proposed improvements and their estimated cost. A blank copy of the petition for implementation of Stage 2 measures is provided in the appendix as Attachment C and will be sent to the Applicant as necessary.

Step 9 – Neighborhood Support for Stage 2 Measures

Once the Applicant submits signatures of at least 75% of residents within the subject area to show support for recommended concept design, costs, and funding track, Town staff will schedule and notify the Applicant of a neighborhood site meeting.

Step 10 – Neighborhood Site Meeting

A neighborhood site meeting will be organized by the TMG and held to present proposed Stage 2 measures which will involve physical modifications to the roadway and/public right-of-way. This informational meeting will provide a public forum to solicit comments regarding a proposed project.

Step 11 – TMG Review of Neighborhood Site Meeting Comments

The TMG will review feedback presented at the neighborhood site meeting and determine if design and construction of the proposed recommendations should be pursued.

Step 12 – Identify Funding

Once the TMG determines that the recommended Stage 2 measures are to be implemented, funding for the design and construction of the proposed improvements will need to be identified.

Step 13 – Design and Construction

Actual implementation of stage 2 measures will be dependent on a project's point ranking as determined in Step 5 compared to other traffic calming projects and available funding.

Once funding for a specific project is in place, design and construction of the proposed improvements will proceed.

Step 14 – Follow-up Evaluation

After the Stage 2 measures have been in place for approximately six months, additional data may be collected to determine their effectiveness.

Unless Public Works determines that the installed measures are a hazard, once they are installed, measures shall remain for at least 3 years. If a neighborhood decides that it no longer wants the measure in place following the first three years, a process similar to that used for implantation of the Stage 2 measures will be followed, including demonstrating public support for their removal as evidenced by a petition signed by 75% of the residents within the defined area of the improvements, and evaluation by the TMG.

Appendix.

Attachment A – Traffic Calming Request Form

Please fill out this form and return to: Traffic Officer Stephen Bannister,
sbannister@cumberlandpolice.com

This form is used to report a speeding or traffic problem on a residential street. When this form is submitted, Town staff will evaluate the complaint to determine the nature of the problem, and will make sure that the location is a town maintained, residential street. After the initial report Town staff will explain how residents may put together a petition to verify that there is a widespread concern for the speeding or traffic issue.

1. Contact Information

Name (Please Print): _____

Address, City, and Zip: _____

Phone Number: _____

Email: _____

2. Please describe the location of the traffic concern. Attach a map or picture if necessary:

3. Please describe the nature of the neighborhood traffic problem you are concerned with (attach additional sheets if necessary):

4. Please list possible solutions to the problem that you would like the Town of Cumberland to consider:

Attachment B- Neighborhood Petition Form (Page 1)

Please fill out this form and return to: Traffic Officer Stephen Bannister,
sbannister@cumberlandpolice.com

THE UNDERSIGNED AGREE TO THE FOLLOWING:

1. All persons signing this petition do hereby certify that they own property or reside within the following area:

2. All persons signing this petition do hereby agree to the following problem in the defined area:

3. All persons signing this petition do hereby agree that the following contact person(s) represents the neighborhood in matters pertaining to items 1 and 2 above:

Name of key contact person #1 (please print): _____

Address, City, and Zip Code: _____

Telephone (day): _____ Email: _____

Name of key contact person #2 (please print): _____

Address, City, and Zip Code: _____

Telephone (day): _____ Email: _____

Please attach additional pages if necessary to discuss the request.

Date Submitted: _____

Attachment C – Neighborhood Petition Form (Page 1) for Construction of Traffic Calming Measures

Please fill out this form and return to: Traffic Officer Stephen Bannister,
sbannister@cumberlandpolice.com

THE UNDERSIGNED AGREE TO THE FOLLOWING:

1. All persons signing this petition do hereby certify that they own property or reside within the following area:

2. All persons signing this petition do hereby agree to the construction of the following proposed traffic calming measures, the estimated cost of which is indicated in the construction cost estimate below:

(To be completed by Public Works)

3. All persons signing this petition do hereby acknowledge that unless Public Works determines that the installed measures are a hazard, once they are installed, all measures shall remain for at least 3 years. If a neighborhood decides that it no longer wants the measure in place following the first three years, a process similar to that used for implementation of the Stage 2 measures will be followed, including demonstrating public support for their removal as evidenced by a petition signed by 75% of the residents within the defined area of the improvements, and evaluation by the TMG.

Date Submitted: _____

TOWN OF CUMBERLAND

1
2
3
4
5
6
7
8
9
10
11
12
13
14
15
16
17
18
19
20
21
22
23
24
25
26
27
28
29
30
31
32
33
34
35
36
37
38
39
40
41

RESOLUTION:

RELATING TO THE ADOPTION OF THE
CUMBERLAND TRAFFIC CALMING
POLICY AND PROCEDURE

BE IT RESOLVED BY THE CUMBERLAND TOWN COUNCIL AS FOLLOWS:

WHEREAS: Through a collaboration between the Cumberland Police Department and the Mayor’s Office, the Town of Cumberland has created a formalized Traffic Calming Policy to aid and assist Cumberland residents; and

WHEREAS: Traffic calming is a method of employing specific measures to reduce speeding, aggressive driving, and high levels of vehicular traffic traveling through local neighborhoods; and

WHEREAS: This policy establishes a structured process through which the Town can respond to and address residents’ concerns regarding these types of traffic issues that occur on Town maintained residential streets; and

WHEREAS: Officials will use the policy to verify a concern once it is brought to the Town’s attention, evaluate it against set criteria, rank it against other known locations in Town, provide recommendations to address the issue; and

WHEREAS: Data will be used determine the effectiveness of the recommendations that are implemented.

NOW THEREFORE, BE IT RESOLVED BY THE CUMBERLAND TOWN COUNCIL OF CUMBERLAND, RHODE ISLAND AS FOLLOWS:

SECTION 1: The Town of Cumberland adopts the attached Traffic Calming Policy which will serve as a structured guide and procedure to identify, respond to, and address residents’ concerns.

SECTION 2: This resolution shall become effective immediately upon passage.

DATE ADOPTED: _____

A TRUE COPY, ATTEST:

Sandra M. Giovanelli, Town Clerk

TOWN OF CUMBERLAND TRAFFIC CALMING POLICY



**Office of the Mayor
Cumberland Police Department**

2020

Traffic Calming Policy

Introduction

Our primary goal is to make sure that Cumberland is a safe community to live, work, and play. One of the ways in which we're seeking to do this is through the implementation of a formalized Traffic Calming Policy.

Traffic calming is a method of employing specific measures to reduce speeding, aggressive driving, and high levels of vehicular traffic traveling through local neighborhoods.

This policy has been developed in order to establish a structured process through which the Town can respond to and address residents' concerns regarding these types of traffic issues that occur on Town maintained residential streets.

The purpose of the policy is to verify a concern once it is brought to the Town's attention, evaluate it against set criteria, rank it against other known locations in Town, provide recommendations to address the issue, and determine the effectiveness of the recommendations that are implemented.



Mayor Jeffrey J. Mutter



Chief John Desmarais

Process and Requirements

Step 1 – Report the Problem

We take issues of Traffic Safety extremely seriously. We want everyone in our community to feel as though they have a clear understanding of how to report these issues.

If a resident feels that there is a speeding or traffic problem on their local residential street, they should report the problem to the Traffic Calming Officer located at the Cumberland Police Department.

Town staff will review the concern to verify that it meets the following initial minimum criteria:

1. Location of the concern must be a Town maintained residential roadway.
2. The roadway must be of sufficient length that a traffic safety issue is likely.
3. The majority of the property adjoining the roadway is residential.

If the initial minimum criteria is met, the resident will be provided with a Traffic Calming Request Form (a copy of the request form is provided in the appendix as Attachment A).

Once this form is completed and submitted to the Traffic Calming Officer, a letter will be sent to the Applicant from the Police Department with notification of the upcoming Traffic Management Group (TMG) meeting date.

Step 2 – Traffic Management Group (TMG) Initial Review

The TMG will be comprised of a permanent representative from the Mayor's Office, the Police Department, and the Highway Department. Additional individuals may be asked to attend the meetings due to their technical expertise in a given area. The TMG will review the application to determine the limits of the affected area and will request a petition from a representative number of residents in this affected area to verify that there is a widespread concern for the speeding or traffic issue (a blank copy of the petition to be signed is provided in the appendix as Attachment B). The members of the affected area eligible to sign the petition can be defined as (i) those residents of the street identified for traffic calming (if the street is of significant length, additional consideration will be given to determine if only a portion of the street is an affected area); (ii) residences on other streets whose sole or primary access is the street identified for calming and who would be considerably inconvenienced if they chose an alternative route. The neighborhood shall identify and list on the petition a resident who will serve as the primary contact with the Town. The TMG will tentatively meet bi-weekly dependent upon if any new complaints have been received.

A letter from the Police Department will be sent to the Applicant with the petition forms and a notice clearly defining the limits of the affected area.

Step 3 – Neighborhood Support

Once the Applicant submits the petition signed by at least 75% of the residents within the subject area, it will be reviewed by Town staff. If a request has met the next minimum criteria it will proceed to Step 4. A letter will be sent to the Applicant indicating receipt of the petition forms and that data will be collected to evaluate the concern.

Minimum Criteria – Petition must be signed by at least 75% of residents within the subject area as defined by the Town in order to qualify as “widespread concern.”

In the event that the Applicant is not able to garner 75% of the required signatures, the TMG may, at its discretion, continue to move the application on to the next step if it is determined that the concern is a significant problem area.

Step 4 – Data Collection and Evaluation

After verifying that the concern meets the minimum criteria set forth above, traffic volume, speed data, traffic patterns, existing conditions in the area such as stopping sight distances and accident histories will be collected and analyzed. The findings will then be presented to the TMG.

Step 5 – TMG Data Review, Evaluation, and Recommendation

The TMG reviews and evaluates the data. IF the data meets the minimum criteria as set forth below, the TMG may recommend Stage 1 traffic calming measures as appropriate. A letter will be sent to the Applicant indicating the TMG’s determination.

Each valid request will be evaluated based on the criteria shown below. If multiple potential projects are being considered, they will be ranked by their score to help prioritize the order in which they are completed in relation to available funds and resources, and anticipated benefits.

Criteria

Traffic Speeds: The traffic speed criteria will be measured by the amount the 85% speed is above the posted speed limit. The 85% speed or 85th percentile speed is defined as: the speed at or below which 85 percent of all vehicles are observed to travel under free-flowing conditions past a monitored point. Another way to consider this is the speed at which only 15% of traffic violate on average.

Amount the 85% speed is above the posted limit:

1-5 mph	6-10 mph	11-15 mph	16+ mph
0 points	3 points	5 points	7 points

Example: If the speed limit of a road were 20mph and 85% of drivers were going 27 mph this application would receive 3 points, because the 85% speed was 7 mph over the speed limit.

Traffic Volumes: average daily traffic (ADT) measured in vehicles per day (VPD)

<400 vpd	401-1000 vpd	1001-2000 vpd	2001+ vpd
0 points	2 points	4 points	6 points

Other Considerations – (Only become a factor when the two categories above exceed a total of 5 points)

- School zone (a "school zone" is defined as anywhere within a one-quarter (1/4) mile radius of any type of school in the state of Rhode Island) – 4 points
- Significant Pedestrian Traffic Year-Round – 3 points
- Significant Pedestrian Traffic During Summer – 2 points
- No sidewalk on either side of the street – 1 point

Requests must have a point total greater than 0 to be further evaluated for stage 1 traffic calming measures. However, the TMG may, at its discretion, continue to move the application on to the next step

if it is determined that there are other factors involved that indicate the concern is a significant safety hazard.

Step 6 – Stage 1 Traffic Calming

Projects that meet the minimum criteria will be eligible for Stage 1 traffic calming measures. These measures are typically low cost, can be easy to deploy, and can offer a relative easy solution to the problem. These methods may include:

- Use of speed monitoring radar
- Increased traffic enforcement
- Signing and pavement markers

If recommended, a stage 1 measure will be installed at this time.

Step 7 – Follow-up Data Collection

If one or more of the Stage 1 traffic calming measures are implemented, the Town will wait approximately six months before collecting additional traffic data to determine the effectiveness of the implemented measures.

Step 8 – TMG Data Review, Evaluation, and Recommendation

The TMG will review the follow-up data. If the measure was successful in addressing the concern then the traffic calming process will end at this point.

If the TMG deems the measure unsuccessful, then further measures will be evaluated and the TMG will discuss concepts, cost estimates, and funding availability for possible Stage 2 traffic calming measures.

Stage 2 measures would typically involve physical modifications to the roadway in order to control traffic. They can be rather expensive and can require extensive construction. Possible Stage 2 measures may include:

- Bulb-outs/Curb Extensions
- Center island medians
- Landscape treatments
- Mid-block chokers – Chokers are curb extensions that narrow a street by widening the sidewalks or planting strips, effectively creating a pinch point along the street.
- Pedestrian refuge islands
- Raised crosswalks
- Sidewalks
- Speed humps
- Speed tables

While these types of measures may address the initial traffic concerns, their implementation can also present a different set of problems such as difficulties in snow removal, impeding emergency response vehicles, and creating additional noise as in the case with speed humps or speed tables.

A letter will be sent to Applicant indicating the TMG's determination and the next steps, if any, to be taken. If Stage 2 measures are to be recommended, the Town will again require that there be a neighborhood wide consensus on the proposed improvements. The Town will require 75% of the

residents within the defined area of the improvements sign another petition describing the proposed improvements and their estimated cost. A blank copy of the petition for implementation of Stage 2 measures is provided in the appendix as Attachment C and will be sent to the Applicant as necessary.

Step 9 – Neighborhood Support for Stage 2 Measures

Once the Applicant submits signatures of at least 75% of residents within the subject area to show support for recommended concept design, costs, and funding track, Town staff will schedule and notify the Applicant of a neighborhood site meeting.

Step 10 – Neighborhood Site Meeting

A neighborhood site meeting will be organized by the TMG and held to present proposed Stage 2 measures which will involve physical modifications to the roadway and/public right-of-way. This informational meeting will provide a public forum to solicit comments regarding a proposed project.

Step 11 – TMG Review of Neighborhood Site Meeting Comments

The TMG will review feedback presented at the neighborhood site meeting and determine if design and construction of the proposed recommendations should be pursued.

Step 12 – Identify Funding

Once the TMG determines that the recommended Stage 2 measures are to be implemented, funding for the design and construction of the proposed improvements will need to be identified.

Step 13 – Design and Construction

Actual implementation of stage 2 measures will be dependent on a project's point ranking as determined in Step 5 compared to other traffic calming projects and available funding.

Once funding for a specific project is in place, design and construction of the proposed improvements will proceed.

Step 14 – Follow-up Evaluation

After the Stage 2 measures have been in place for approximately six months, additional data may be collected to determine their effectiveness.

Unless Public Works determines that the installed measures are a hazard, once they are installed, measures shall remain for at least 3 years. If a neighborhood decides that it no longer wants the measure in place following the first three years, a process similar to that used for implantation of the Stage 2 measures will be followed, including demonstrating public support for their removal as evidenced by a petition signed by 75% of the residents within the defined area of the improvements, and evaluation by the TMG.

Appendix.

Attachment A – Traffic Calming Request Form

Please fill out this form and return to: Traffic Officer Stephen Bannister,
sbannister@cumberlandpolice.com

This form is used to report a speeding or traffic problem on a residential street. When this form is submitted, Town staff will evaluate the complaint to determine the nature of the problem, and will make sure that the location is a town maintained, residential street. After the initial report Town staff will explain how residents may put together a petition to verify that there is a widespread concern for the speeding or traffic issue.

1. Contact Information

Name (Please Print): _____

Address, City, and Zip: _____

Phone Number: _____

Email: _____

2. Please describe the location of the traffic concern. Attach a map or picture if necessary:

3. Please describe the nature of the neighborhood traffic problem you are concerned with (attach additional sheets if necessary):

4. Please list possible solutions to the problem that you would like the Town of Cumberland to consider:

Attachment B- Neighborhood Petition Form (Page 1)

Please fill out this form and return to: Traffic Officer Stephen Bannister,
sbannister@cumberlandpolice.com

THE UNDERSIGNED AGREE TO THE FOLLOWING:

1. All persons signing this petition do hereby certify that they own property or reside within the following area:

2. All persons signing this petition do hereby agree to the following problem in the defined area:

3. All persons signing this petition do hereby agree that the following contact person(s) represents the neighborhood in matters pertaining to items 1 and 2 above:

Name of key contact person #1 (please print): _____

Address, City, and Zip Code: _____

Telephone (day): _____ Email: _____

Name of key contact person #2 (please print): _____

Address, City, and Zip Code: _____

Telephone (day): _____ Email: _____

Please attach additional pages if necessary to discuss the request.

Date Submitted: _____

Attachment C – Neighborhood Petition Form (Page 1) for Construction of Traffic Calming Measures

Please fill out this form and return to: Traffic Officer Stephen Bannister,
sbannister@cumberlandpolice.com

THE UNDERSIGNED AGREE TO THE FOLLOWING:

1. All persons signing this petition do hereby certify that they own property or reside within the following area:

2. All persons signing this petition do hereby agree to the construction of the following proposed traffic calming measures, the estimated cost of which is indicated in the construction cost estimate below:

_____(To be completed by Public Works)

3. All persons signing this petition do hereby acknowledge that unless Public Works determines that the installed measures are a hazard, once they are installed, all measures shall remain for at least 3 years. If a neighborhood decides that it no longer wants the measure in place following the first three years, a process similar to that used for implementation of the Stage 2 measures will be followed, including demonstrating public support for their removal as evidenced by a petition signed by 75% of the residents within the defined area of the improvements, and evaluation by the TMG.

Date Submitted: _____

